

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1. (Cancelled)
2. (Currently Amended) The torsion attenuator of claim [[1]] 3, wherein said cable is coupled tautly between said first and second brackets.
3. (Currently Amended) [[The]] A torsion attenuator of claim 1, for a vehicle having first and second longitudinal frame rails extending substantially parallel to a longitudinal axis, said torsion attenuator comprising:  
first and second brackets coupled to said first and second frame rails, respectively;  
a cable coupled at a first end to said first bracket and at a second end to said second bracket; wherein the positions of said first end and said second end are fixed relative to said first and second frame rails, respectively;  
wherein said first end of said cable further comprises a first threaded end, said second end of said cable further comprises a second threaded end, and wherein said first and second threaded ends are coupled to said first and second brackets, respectfully.
4. (Currently Amended) The torsion attenuator of claim [[1]] 3, wherein said cable is generally transverse to said longitudinal axis.
5. (Currently Amended) The torsion attenuator of claim [[1]] 3, wherein said first and second brackets extend substantially vertical to said longitudinal axis.

6. (Currently Amended) ~~[[The]]~~ A torsion attenuator of claim 1, for a vehicle having first and second longitudinal frame rails extending substantially parallel to a longitudinal axis, said torsion attenuator comprising:

first and second brackets coupled to said first and second frame rails, respectively;

a cable coupled at a first end to said first bracket and at a second end to said second bracket; wherein the positions of said first end and said second end are fixed relative to said first and second frame rails, respectively;

further comprising first and second spring seats coupled to said first and second frame rails, respectively, wherein said first and second brackets extend from first and second spring seats.

7. (Original) A torsion attenuator for a vehicle having first and second longitudinal frame rails extending substantially parallel to a longitudinal axis, said torsion attenuator comprising:

first and second longitudinal reinforcement members, coupled to said first and second frame rails, respectively;

first and second brackets, coupled to said first and second reinforcement members, respectively; and

a cable coupled at a first end to said first bracket and at a second end to said second bracket.

8. (Original) The torsion attenuator of claim 7, wherein said cable is coupled tautly between said first and second brackets.

9. (Previously Presented) The torsion attenuator of claim 7, wherein said first end of said cable further comprises a first threaded end, said second end of said further comprises a second threaded end, and wherein said first and second threaded ends are coupled to said first and second brackets, respectively.

10. (Original) The torsion attenuator of claim 7, wherein said cable is generally transverse to said longitudinal axis.

11. (Original) The torsion attenuator of claim 7, wherein said first and second brackets extend substantially vertical to said longitudinal axis.

12. (Original) The torsion attenuator of claim 7, further comprising first and second spring seats coupled to said first and second reinforcement members, respectively, wherein said first and second brackets extend from first and second spring seats.

13-18. (Cancelled)

19. (New) The torsion attenuator of claim 6, wherein said cable is coupled tautly between said first and second brackets.

20. (New) The torsion attenuator of claim 6, wherein said cable is generally transverse to said longitudinal axis.

21. (New) The torsion attenuator of claim 6, wherein said first and second brackets extend substantially vertical to said longitudinal axis.